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GUS-0146
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27 February 1959

MEMORANDUM FOR THE RECORD

SUBJECT: Meeting on Support of Project GUSTO

1. A meeting among various representatives of the DPD-DD/P Staff was held on 26 February 1959 for the purpose of discussing preliminary plans for the contractual and logistical support of the CONVAIR GUSTO Vehicle. The following persons were in attendance:

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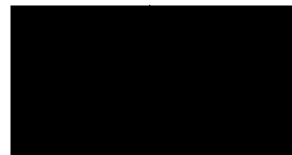
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Mr. J. Cunningham



Mr. E. Kiefer



Chief of Operations
R & D Staff
Material Staff
Chief of Admin.
Chief of R & D
R & D Staff
Comptroller
Chief of Contracts
Security Officer
Chief of Personnel
Contracts Staff

2. In order to accomplish any basic planning it was agreed that certain questions needed to be answered. The following is a list of the questions posed to the staff members, a summary of the resulting discussion, and a recommendation or request for additional action on the part of Staff Members.

a. Question: How many "Super Hustler" Articles should be procured?

It was the opinion of all present that the absolute minimum number of flight articles to be procured should be no less than seven (7). This quantity was based upon the assumption that two (2) or three (3) articles would be required for flight testing and four (4) for operational use. It was assumed that check out and pilot training would be accomplished in the operational and one of the flight test aircraft. No factor for attrition was considered. However, it was the recommendation that a quantity of twelve (12) aircraft was more realistic as a minimum since an attrition rate of 30% - 40% was anticipated during the first years training program. This would also make more aircraft available for check out and training and avoid delays usually experienced with "out-of-commission" aircraft.

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Another factor which has direct bearing on the number of aircraft procured, is the number of B-58 Carrier Vehicles to be requisitioned from the Air Force. Several theories were advanced, i.e., One (1) Carrier for every four (4) parasites as the minimum concept and as the most economical, or one (1) Carrier for each parasite as the optimum on the basis of a "team" training and operational concept.

Recommendation or Action Required:

25X1A Recommend that a minimum of twelve (12) "Super Hustlers" be procured subject to availability of funds. Further that this matter be discussed between Mr. E. Kiefer, [REDACTED] and Mr. Bissell prior to the meeting of the Summer Committee scheduled for 1 May.

25X1A It was also recommended that Mr. E. Kiefer and [REDACTED]
25X1A "touch base" with [REDACTED] who is preparing a "treaty" with the Air
25X1A Force to insure that the Air Force will furnish B-58 Carrier Vehicles upon our request. The number to be requested is still undetermined.
[REDACTED] will make further studies in this area.

b. Question: What should be the length of the initial test and operational period to be procured for and supported?

For preliminary planning purposes it was the opinion of the Staff that we anticipate a requirement for a one (1) year flight test program and an initial operational period of eighteen (18) months. This does not preclude the overlapping of these two periods. In fact, in all probability, this will be the case. The above periods anticipate a growth potential in the aircraft and by procuring for a minimum period of time we do not saddle ourselves with large amounts of obsolescent spare parts and other equipments.

Recommendation or Action Required: The Contracting Officer would inform the Contractor of the anticipated program for preparing cost proposals. The Director of Material would inform the Depot of these guide lines to help them when support equipment is provisioned.

c. Question: How many Operational Sites, ZI or Overseas, will be utilized?

Considerable discussion was held regarding this aspect of the Program, particularly regarding the location of the ZI base. It was recommended by Operations that the ZI base should function both as the flight testing and operational base. It was further recommended that Carswell AF Base be selected because of its close proximity to the manufacturer's facility which would provide excellent technical and logistic support. It was thought that good Security and Cover arrangements could be made if the Contractor's Special Area of Carswell AF Base was used. Further, excellent facilities are presently available in this area and the close by Gulf of Mexico provides a fairly secure test range and avoids speculation and complaints about "sonic booms." No Foreign bases were considered as operational sites for this time period, however, it was anticipated that stagings would be made from Alaska and Greenland.

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Depending upon the place and type of retrieval, it was recognized that this could be any place in the world, particularly if Navy Carriers were utilized.

Recommendation or Action Required:

Contracts and Materiel would use as their preliminary plan the requirement to support only one operational base and provide for staging from two other bases. Security and Operations would make a detailed study of the present set up at Carswell and make recommendations to Mr. Bissell. Discussions would be held with the Contractor regarding an applicable Cover Story for the presence of the "strange aircraft."

d. Question: What type of maintenance of the parasite and carrier vehicle was envisioned?

Because of the satisfactory experience with Project CHALICE, it was the unanimous opinion of all present that the Contractor Employee Type maintenance be continued.

Recommendation or Action Required: Contracts will advise the Contractor of the requirement and Administration will get together with the Contractor at the proper time to work out employee agreements.

e. Question: Who will be responsible for support of the B-58 Carrier Vehicles?

It was recommended, depending upon agreements reached with the Air Force, that the Agency assume complete responsibility for support of the B-58 Vehicles. At the time they were obtained from the Air Force, the necessary quantity of spares and related support equipment should also be requisitioned. Procedures should be established between the Project Depot and various Air Force Supply Depots for the continued support and replenishment. For those systems of the B-58 which were peculiar to the Carrier Version, spares and support equipment would be procured by the Agency concurrent with the modification and installation in the B-58's.

Recommendation or Action Required: It was recommended that the Director of Operations discuss the support of the B-58's with [REDACTED] to assure that a policy and/or procedure is worked out with the Air Force at the time the "treaty" is drawn up. Further, that Materiel apprise the Depot of the above plan in order that [REDACTED] might initiate his own plans and procedures.

f. Question: How many engines should be procured?

With the use of three different types of engines (i.e., 4 each J-79's in B-58, 2 each small turbo-jets and 2 each ramjets in the parasite) support and overhaul problems could become complicated. For planning purposes at this time a spares factor of 150% would be applied to engines required for the first four (4) parasite flight articles and

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50% for balance of engines. Spare Engines for the B-58's would be requisitioned in accordance with the number allotted by the Air Force Support Table of Equipment for the particular model of aircraft.

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Recommendation or Action Required: Mr. E. Kiefer and [REDACTED] of the requirement for Air Force support and overhaul of J-79 engines. Contracts to inform Marquardt of the requirements regarding ramjet engines and Convair about the small turbo-jet engines.

g. Question: Who will establish procedures for provisioning of spares and associated equipment, the related documentation, shipping and receiving procedures and necessary cover arrangements?

Individual efforts in planning had already been undertaken in this area and all that remained was for various elements of the Staff to get together amongst themselves to correlate their ideas and then meet with Depot personnel for finalizing.

Recommendation or Action Required: The Director of Materiel and Contracts will meet with the Security Officer and Depot personnel to firm up provisioning procedures and Security measures such as "cut outs" and "back-stops." As soon as decision to proceed with the program is made a meeting between the above personnel and the Contractor will be held to acquaint him with our requirements.

h. Question: What types and kinds of Technical Data and Test Programs would be required?

In considering the types and kinds of data required, the question arose concerning the possibility of an Air Force follow-on program again or turning our assets over to them on some future date. CHALICE experience indicates the Air Force has some difficulty using the Contractor's handbooks and drawings because they were written for their own employees who have a higher skill level than the average G.I. mechanic. Consensus of opinion held there was little probability of an Air Force follow-on program at this time and that we should procure similar types of data to the CHALICE Program. With regards to tests, it was the opinion that a static test article should be constructed and tested to destruction; a flight test program to prove airworthiness and operational suitability should be conducted and Contractor should perform system qualification as necessary to insure reliability.

Recommendation or Action Required: Contracts to advise Contractor in preparing its proposal to plan on furnishing technical data of a "commercial" type suitable for use by its own maintenance employees. Also, Contractor would be informed of planned test requirements by Mr. E. Kiefer.

3. In addition to the above aspects of the Program, the question

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arose on whether or not the Project should have representation at the Contractor's plant in areas other than Security. It was the opinion of some members of the group that a representative from Operations, R&D and Materiel should be stationed in the Contractor's plant to accomplish liaison and control between Project Headquarters and the Contractor. It was decided that action or referral to Mr. Bissell on this item be held in abeyance until a formal decision on the program was made.


4. While no time limits or schedules were established to implement the actions described above, it is suggested that some member of the Staff conduct another meeting in early May to discuss the progress made. It is anticipated that by this time a firm decision will be made regarding the program and our plans can be implemented as required.

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Contracting Officer

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- 8 - Security Chief
- 9 - ~~Chief~~ Col Burke
- 10 - Mr. Bissell
- 11 - ~~Chief~~

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